aircraft crashed into the water logged ground at the beginning of the runway. The aircraft was destroyed due to impact. The pilot received serious injuries and the passenger was killed.

12. Beaver aircraft VT-DRS operated by Directorate of Agricultural Aviation was engaged in a ferry flight from Pune to Baroda on 27th August, 85. Encountering bad wheather in flight, the pilot attempted diversion and got lost. When the fuel was almost exhausted, the pilot forced landed at sandy soil at Malpur (Gujarat) and the aircraft nosed over. The aircraft was substantially damaged. The pilot and two passengers received minor injuries.

13. Chetak helicopter VT-EGV operated by M.P. Govt. was engaged in general practice flying at Bhopal on 28-8-85 The pilot experiencing in-flight engine failure, made a forced landing. The helicopter contacted the ground and rolled over to the port side with its main rotor still running. The helicopter was substantially damaged. There was no injury to any person.

14. Basant aircraft VT-EER operated by Directorate of Agicultural Aviation was engaged in aerial spray of cotton crops at Suratgarh on 15th September, 1985. Soon after take-off the pilot felt that the aircraft was not accelerating and in order to avoid tress coming on the flight path, the aircraft was steered to clear the trees. The aircraft went out of control and rushed into crops. The aircraft was substantially damaged. The pilot who was the sole occupant did not receive any injury.

15. Pushpak aircraft VT-DNK operated by Ludhana Aviation Club was engaged in training flights at Ludhiana on 6th October, 1985. After the second circuit, immediately after touch-down the aircraft swung to the left and collided with the high ground adjacent to the side strips. The aircraft was substantially damaged. There was no injury to the pilot who was the sole occupant on board.

16. Piper Pawnee aircraft VT-DZU operated by M/s. Bharat Air was engaged in a trial flight prior to actual spray operations at Madhi Village (Surat) on 11th October, 1985. During take-off roll for the trial flight, the aircraft could not get airborne wihin available airstrup length and collided with the bundh on the end of the strips and entered water-lodged paddy field. The aircraft was substantially damaged. The pilot who was the sole occupant did not receive any injury.

17. ITG-3 Glider VT-GAF operated by Gliding Club Nadirgul was engaged in a practice flying at Nadirgul on 27th December, 1985. After getting airborne to about 50, above ground level feeling loss of pull, the pilot released the cable and attempted a landing. The glider was not in level attitude when it touched down resulting in substantial damage. There was no injury to the pilot.

Non-availability of anti-Venom Serum in the Delhi Hospitals

1479. SHRI KRISHNA KUMAR BIRLA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government ara aware that anti-venom facility in various Delhi hospitals is inadequate so much so that no antidote for snake bite was available with the All India Institute of Medical Sciences, New Delhi when the Director of Delhi Zoo who was bitten by a snake was first taken there; and

(b) if so, what steps have been taken by Government to equip the Delhi hospitals with anti-venom facility to meet any emergency?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH (KUMARI SAROJ KHAPARDE): (a) It is not correct to say that the anti-venom facility in variuos Delhi Hospitals is inadequate. All Central Government Hospitals in Delhi as well as All India Institute of Medical Sciences follow the standard inventory measures to keep in stock all the time emergency medicines including

life saving drugs such as anti-Cobra venom serum. Only during the period from 25th June, 1986 to 3rd July, 1986 there was shortage of anti-Cobra venom serum at the All India Institute of Medical Sciences as the supplies did not arrive in time and even the local firms could not supply the same to the Institute.

(b) Standing instructions have been issued to all Central Government hospitals in Delhi to ensure availability of life saving drugs including anti-Cobra venom serum.

देश में परिवार नियोजन

1480. **श्री जगदम्बी प्रसाद यादव :** क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्तमान में देश में परिवार नियोजन के संबंध में तैयार की गई वर्तमान नीतियों और योजना के संबंध में स्थिति क्या है ;

(ख) पिछले वर्ष परिवार नियोजन के विभिन्न तरीके अपनाए जाने के फलस्वरूप परिवार नियोजन में राज्य-वार किस सीमा तक सफलता मिली है और इन तरीकों का ब्यौरा क्या है ;

(ग) क्या यह सच है कि परिवार नियोजन के लिए कुछ इंजेक्शनों के प्रयोग के संबंध में सभी ओर से प्रतिकूल टिप्पणियां प्राप्त हुई हैं ; और

(घ) यदि हां, तो इन इंजेक्शनों में किस प्रकार का दोष है ?

परिवार कल्याण विभाग में उपमंत्री (श्री एस० कृष्णकुमार) : (क) देश में परिवार कल्याण के लिये एक सुस्पष्ट कार्य नीति है । इस कार्यनीति की मुख्य-मुख्य बातें इस प्रकार हैं :—उन्नत संचार नीति के माध्यम से गर्भ-निरोधन की मांग बढ़ाना, दूर-दराज के क्षेत्रों के लिए सेवाओं को बढ़ाना तथा उनकी गुणवत्ता में सुधार लाना, स्वैच्छिक संगठनों को इस कार्य में लगाकर अधिक से अधिक लोगों को इस कार्यक्रम में शामिल होने के लिये बढ़ावा देना, जनसंख्या शिक्षा में तेजी लाना, बच्चों के जीवित रहने की दर बढ़ाना और कार्यक्रम के कार्यान्वयन में सुधार लाना ।

(ख) 1985-86 के दौरान राज्य-वार तथा तरीकेवार लक्ष्य और उपलब्धियों का एक विवरण उपाबंध में दिया गया है देखिये परिशिष्ट 139, अनुषंग संख्या 86]

(ग) और (घ) यह सूचना देना संभव नहीं है क्योंकि यह मामला अभी सर्वोच्च न्यायालय में विचाराधीन है ।

Absorption of retrenched Railway project Workers

1481. SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Will the Minister of TRANSPORT be pleased to state:

(a) what is the policy of the Railway Board in absorbing the retrenched workers of the Railways on completion of Railway projects; and

(b) how many such workers have been absorbed in the Souhern Railway so far?

THE MINISTER OF TRANSPORT (SHRIMATI MOHSINA KIDWAI): (a) Absorption of casual labour in regular service depends upon factors like availability of vacancies in the relevant unity of absorption, eligibility and suitability for regular service and length of service as casual labour. As per extant orders all casual labour, including retrenched casual labour, who are currently on rools and have put in minimum of 120 days service should be listed for screening, seniority being reckoned on the basis of cumulative aggregate service as casual labour.

(b) Number of retrenched project casual labour absorbed on Southern Railway is as under:—

1983	1984	1985
69	315	322